

The Hong Kong Daily News.

No. 5734

日六月三十三年子内緒光

HONGKONG, MONDAY, APRIL 10th, 1876.

號十月四英

PRICE \$2 PER MONTH.

Arrivals.

To be Let.

Intimations.

Auctions.

Intimations.

Arrivals.

Intimations.

April 2, AGAMEMNON, Brit. str., 1,550. Weight, Liverpool 17th February; Port Said 3rd March; Suez 1st April; Penang 25th, and Singapore 1st April; General BUTTERFIELD & SWINE.

April 7, TRISTAN, French str., 1,000. De Gironde, Calcutta 14th March; Galle 25th, and Singapore 1st April; General MESSAGERIES MARITIMES.

April 7, AN-LAN, Chinese gunboat, 221. J. Godal, Ho-ho 5th April.

April 8, KWANTUNG, British str., 491. F. Ashton, Foochow 5th April; Amoy 6th; and Swatow 7th; General D. LAPRAIK & Co.

April 8, PEKING-CHIANG, Chinese gunboat, 250. C. H. Palmer, Chungchow, and from a cruise.

April 8, LOUISE MARIE, French bark, 388. Lamé, Bangkok 10th March; General LANGEVIN & Co.

April 8, CAVOUR CASTLE, British str., 1,416. James Greig, Saigon 4th April; Vice-ADAMSON, BELL & Co.

April 8, DORA, Spanish brig, 322. Manuel F. Lazarus, Suez 3rd April; Rice and Sanfrancisco H. KLEN.

April 8, FERONIA, German steamer, 1,085. Schulz, Saigon 3rd April; Rice - W. PUSTAK & Co.

April 8, GWALIOR, British str., 1,720. J. C. Rabot, Bombay 21st March; Galle 26th; Penang 1st April; and Singapore 3rd; General P. & O. S. N. CO.

April 8, ATALANTA, French corvette, 3,600. Cellier, Saigon 2nd April.

April 9, CHINKEENG, British str., 793. James Fog, Canton 8th April; General SIEMENS & Co.

April 9, CHINA, German str., 646. H. P. Henning, Shanghai 5th April; General SIEMENS & Co.

April 2, YAN-TUO, U.S. corvette, 500. McCook, Macao 9th April.

Clearances.

At the HARBOUR MASTER'S OFFICE, April 8th.

Genoa, str., for Saigon.

Stad Amsterdam, str., for Saigon.

S. G. Reed, for Portland, Oregon.

Lord of the Isles, str., for San Francisco.

Agamemnon, str., for Amoy.

Arcturus Apear, str., for Swatow.

Maharajah, str., for Swatow.

MacGregor, str., for Bangkok.

Yesso, str., for East Coast.

Departures.

April 8, VOLGA, str., for Yokohama.

April 8, PAESO, str., for Saigon.

April 8, LATHLEY RICH, for San Francisco.

April 8, SYNDE, str., for Shanghai.

April 8, RAJAH, str., for Swatow.

April 8, Chinese gunboat PENG-CHAO-HAI, for Canton.

Passenger.

Arrived.

Per Gouvernor, Mr. G. Vincent, Esq., Hongkong.

From Galle - Miss Saut, Miss Dupre, Messrs. Marix and servant; Hirst, and Morel. From Singapore - Messrs. J. N. Potlewhite, G. W. Pottlewhite, W. G. Simonds, and W. Gale, and 12 Chinese.

For Shanghai.

From Singapore - Messrs. W. Siebmacher and Russell Hill.

For Macao - Mr. G. Vincent.

Per Erosia, str., from Saigon - 25 Chinese.

Per Condor Castle, str., from Saigon - 10 Chinese.

Per Chesa, str., from Shanghai - Mr. Kapataza and 32 Chinese.

Per Agamemnon, str., from Liverpool, 20.

Per Hongkong - Captain Starkey, Messrs. Cowan and Scott, and 174 Chinese. Per China, str., from Hainan - Mr. Kingstone, 100 Chinese.

Per Kinshing, str., from East Coast - Mr. Byrnes, 30 European, deck, and 184 Chinese.

Departed.

Per Sindhu, str., for Shanghai - Colonel Unterberger, Messrs. Buchester and servant; Elliot Stewart, Evans, Reider, Burrows, and Stebbins; Chankung and servant; Mr. T. V. Wright, for Yokohama - Mr. H. Amano.

Per Agamemnon, str., for Amoy - 1 Cabin and 70 Chinese.

Per Lord of the Isles, str., for San Francisco - 103 Chinese.

Per Yesso, str., for East Coast - 160 Chinese.

Per Mahajah, str., for Swatow -

Per Arcturus Apear, str., for Swatow - 10 Chinese.

To Depart.

Per S. G. Reed, for Portland, Oregon - 233 Chinese.

Reports.

The French corvette Admira's reports left Saigon on 2nd April, and had light winds and fine weather throughout.

The Chinese gunboat Peng-chao-hai reports left Chang-chow, and experienced variable winds and continued heavy rainy weather.

The Spanish brig Dora left Suez on 3rd April, and had moderate N.E. winds, the latter part fresh winds.

The English steamship Cardos Castle reports left Sulu on 4th April, and had light winds and fine weather throughout.

The Chinese revenue cruiser As-las reports left Hoi-ho on 3rd April. Port of Ho-ho opened on the 1st April, left H.M.S. Egret at another. Off Ho-ho had thick, foggy weather and heavy rain throughout the passage.

The German steamship Chesa reports left Shanghai on 5th April, and had variable winds to the Lantau Islands, then strong N.E. winds to port. Passed the steamship Haifong off Lantau, and the steamship Yangtze off Lantau Islands.

(For continuation of Shipping Reports see third page.)

Auction Sales To-day.

J. M. A. B. M. STRONG, A.P.C., Household Furniture, &c.

To be Let.

Intimations.

Auctions.

Intimations.

TO LET.

With Immediate Possession.

THE Semi-detached RESIDENCES Nos. 1 and 2, WESTBROOK VILLAS, Boddam Hill, at the west end of "The Alameda," recently in the occupation of the Hon. C. Smith.

HOUSES ON Upper Moque Terrace. All with Gas and Water laid on.

Also.

A First-class GODOWN at Wanchi of about 5,000 tons capacity.

Appt. to - W. G. LINSTEAD - 1844. Hongkong, 12th January, 1876.

To Let.

Intimations.

Auctions.

Intimations.

TO LET.

With Possession on the 1st April.

THE RESIDENCE in Queen's Road, 1st fl., between the London Inn and the Lane, CRAWFORD & Co. 329. Hongkong, 1st March, 1876.

To Let.

Intimations.

Auctions.

Intimations.

FIRST-CLASS GRANITE GODOWN ON THE Praha, Wanchi.

Appt. to - S. E. BURROWS & SONS. 453. Hongkong, 20th March, 1876.

To Let.

Intimations.

Auctions.

Intimations.

TO LET.

With Immediate Possession.

THE HOUSE No. 15, STANVON STREET, at the Corner of Graham Street, containing Rooms, with Coach House and Stabling. Possession can be had on the 17th March. Apply to - TURNER & CO. 41, Queen's Road, 1123. Hongkong, 1st March, 1876.

To Let.

Intimations.

Auctions.

Intimations.

TO LET.

With Immediate Possession.

THE HOUSE NO. 33, WELLINGTON STREET, in the occupation of Messrs. ROSE & CO.

TO LET.

With Immediate Possession.

THE DWELLING HOUSE, No. 1, STANVON STREET, at the Corner of Graham Street, containing Rooms, with Coach House and Stabling. Possession can be had on the 17th March. Apply to - TURNER & CO. 41, Queen's Road, 1123. Hongkong, 1st March, 1876.

To Let.

Intimations.

Auctions.

Intimations.

TO LET.

With Immediate Possession.

THE DWELLING HOUSE, No. 4, Alexandra Terrace, in the occupation of Mr. TURNER & CO. 41, Queen's Road, 1123. Hongkong, 1st March, 1876.

To Let.

Intimations.

Auctions.

Intimations.

TO LET.

With Immediate Possession.

THE DWELLING HOUSE above my Auction Rooms, at present occupied by MR. TURNER & CO. 41, Queen's Road, 1123. Hongkong, 1st March, 1876.

To Let.

Intimations.

Auctions.

Intimations.

TO LET.

With Immediate Possession.

THE PREMISES lately occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road, 1123. Hongkong, 1st March, 1876.

To Let.

Intimations.

Auctions.

Intimations.

TO LET.

With Immediate Possession.

THE GODOWN 2 and 4, Praya East, COMMERCIAL HOUSE, 10A, Caine Road. All with Gas and Water laid on, apply to SPANISH PROCURATION, 10, Caine Road.

To Let.

Intimations.

Auctions.

Intimations.

TO LET.

With Immediate Possession.

THE HOUSES 2 and 4, Praya East, COMMERCIAL HOUSE, 10A, Caine Road. All with Gas and Water laid on, apply to SPANISH PROCURATION, 10, Caine Road.

To Let.

Intimations.

Auctions.

Intimations.

TO LET.

With Immediate Possession.

THE GREAT NORTHERN TELEGRAPH COMPANY.

To Let.

Intimations.

Auctions.

Intimations.

TO LET.

With Immediate Possession.

D. DELICIOUS GINGER BRANDY, \$4 per Dozen.

To Let.

Intimations.

Auctions.

Intimations.

TO LET.

With Immediate Possession.

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KNOW READY.

THE CHRONICLE AND DIRECTORY

FOR 1876.

With which is incorporated

THE "CHINA DIRECTORY."

THIS WORK, IN THE FOURTEENTH

YEAR OF ITS EXISTENCE,

IS NOW READY FOR SALE.

It may be computed and printed at the

Daily Press Office, as usual, from the local

and most authentic sources, and no pains

have been spared to make the work com-

plete in all respects.

An addition of the usual varied and

valuable information to the CHRONICLE

AND DIRECTORY FOR 1876 contains

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OF A

PLAN OF VICTORIA, HONGKONG

THE

FOREIGN SETTLEMENTS OF

SHANGHAI.

A Chromo-lithograph Plate of the

NEW CODE OF SIGNALS IN USE A-

THE PAKA.

also of

THE VARIOUS HOUSE FLAGS

(Designed expressly for the Work.)

MAPS OF HONGKONG; JAPAN,

THE

P. & O. COMPANY'S ROUTES,

AND

THE COAST OF CHINA:

ALSO, THE

NEW CODE OF CIVIL PROCEDURE—

HONGKONG;

besides other local information and sta-

tistics corrected to date of publication, tending

to make this Work in every way suitable

for Public, Mercantile, and General Offices.

The present Volume also contains a

Dictionary of Singapore.

The CHRONICLE and DIRECTORY is

now the only publication of its kind for

China and Japan.

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LONDON.—Mr. F. A. Alcock, Clement's Lane.

LONDON.—Mr. G. Geor, Street, 30, Cornwall.

SAN FRANCISCO.—Mr. L. P. Fisher, 21, Merchants' Exchange.

NEW YORK.—Messrs. S. M. Pettingill & Co., 37, Park Row, Hongkong, January 3rd, 1876.

DEATH.

On the 29th ult. at 45, Albemarle-street,

London, ALFRED HUTCHISON, of Canton,

China, aged 36 years.

The Daily Press.

HONGKONG, APRIL 10th, 1876.

The port of Kungchow was formally opened to trade on the 1st instant, and Mr. R. J. Forrest duly installed as Vice-Consul. The whole island of Hainan, as will be seen by a notification from Mr. Majesty's Minister at Peking, has been included in the Consular District of Canton. From our correspondent's description, the anchorage off Hoi-how is anything but favourable, and it is to be feared, will be likely to interfere with the prospects of a large trade even springing up. It is to be hoped, however, that things may turn out better than expected, and that a tolerably remunerative and increasing trade may be established with the island. The Customs and Harbour Regulations, which we publish, are taken altogether, pretty satisfactory, as they do not impose any particular restriction on trade. It will be noticed that it is expressly stated in Clause XIV. that, while vessels requiring native pilots for the port of Kungchow are permitted to call at the ports of Fuk-ho, Na-chow, and Shui-tung, no trade is allowed to be carried on in those ports. We have never anticipated any very conspicuous advantages would accrue from the opening of Kungchow, but something material has been gained by the formal legalisation of a trade that has existed, though unacknowledged, for some time, while it likewise affords satisfaction to believe that the recurrence of such affairs as that of the Caribou is now rendered impossible.

A gunboat named the "Ice Sings" has, it is alleged, been built at the Mamo Arsenal, Foochow, entirely by Chinese artisans, with out any foreign aid whatever. This statement must, our Foochow contemporary informs, be taken *ex grano salis*, and, bethat, if such were the case, it would be difficult to account for the presence of so many foreign experts at the Arsenal, and still more difficult to reconcile it with the reported engagement of a further number of foreign artisans for future service at that establishment. This may be a rather cynical view of the matter, but it is probably about the correct one. The Chinese have undoubtedly made progress in the art of war, but they have scarcely yet reached the stage when they can safely run alone. What they have learned has, for the most part, been mere detail; they are as yet, with few exceptions, unable to plan and carry out any important piece of work at its entirety. It is doubtful whether they will ever be able to perfect themselves in this branch of learning unless they send pupils to Europe to acquire a practical knowledge. At present, however, their letters sent to Calcutta indicate that they are as yet, at least, 5 to 6 days according to the season, but that letters from India and Western India, would quiteof those establishments there is a good deal of waste, and the results achieved in so far pay for the enormous outlay necessarily incurred. A correspondent of a Northern contemporary, who has lately been visiting the Arsenal at Hangchow, relates what he saw there, and from what he says, he would appear that when left to themselves the Chinese accomplish very little. The P. & O. steamer *Milda* was due for arrival on the 24th February at Thay's, but was subsequently closed on private veres.

Captain E. Davies, 23rd Regiment, will leave England this week to join the head-quarters of the Royal Engineers at Hongkong on transfer from the Royal Artillery. He is to remain at Hongkong until the end of his tour.

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Captain George W. French (1841) has been appointed Commodore of the Second class, and Senior Officer of the Royal Engineers, commanding Captain's Battalion, a detachment of the Royal Engineers, and the Military and Naval Artillery.

The *Leda* from Yokohama and New York arrived at Hongkong on the 16th February, making the passage in fifteen days.The *Wanderer*, which arrived in the East India Docks on the 21st February, from London, will be despatched in about four days for Shanghai direct, taking coal and rough cargo.The steamer *Suzana*, formerly owned by the P. & O. Company's fleet, now trading for the Royal Artillery, has very recently commenced her trials, having been fitted out for foreign invasion or the suppression of domestic trouble. The Chinese Government is strongly reluctant to send any officials to Europe to learn what they do not seem averse to have taught in China. It is difficult to see in what their objection consists. The expense would not be greater, and the Chinese would learn a good deal more by going to Europe to be instructed than by having European instructors imported to China. This last consideration is one which interests them exclusively, but it is desirable on all grounds that the Chinese should be encouraged to visit other countries, in order that some of their countrymen may be rubbed off and their ignorance on subjects connected with foreigners dissipated. By travelling, too, their ideas would become enlarged, and they would gain a truer appreciation of Western civilisation, to the undoubted benefit of their countrymen at home, and, of course, also to that of foreign residents in China.

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NAVAL AND MILITARY ATHLETIC SPORTS.

The sports were postponed on the Cricket Ground on Saturday. The day was beautifully fine. The sun shone brilliantly from early morning, quickly drying the ground, which in the afternoon proved to be in excellent condition, not only for running but also for jumping. The ground was again dry in the evening, and the players were soon on the pitch. The Royal Engineers, the Royal Artillery, and the Royal Engineers and Royal Artillery.

Four ran. Mr. Alford took the lead, and kept it some time with Mr. Hunter second, Mr. McVay third, and Lieut. Walker fourth. The Royal Engineers, the Royal Artillery, and the Royal Engineers and Royal Artillery.

Mr. Alford was training regularly with the Royal Engineers, and had been in the best condition for some time past. The Royal Engineers and Royal Artillery.

The Royal Engineers and Royal Artillery

Elections and failed in both. In the present elections he has beaten at Bourges, at Compiègne, at Mirecourt, and at Châtelaigrain. Even his secretary has been rejected, and the end of it is that M. Buffet has resigned, has retired into private life, and that M. Durfave, a conservative though decided Republican, has been appointed to fill his place. The other ministerial appointments will be made until the end of the session of the Assembly.

The situation is this. The President Marshal is a Legitimist, and a sincere enemy of the Republic. Moreover, he is under the influence of a wife which insults the French. It is believed that he will take his Ministers from the majority and will acquiesce in the decision of the country, and will allow the Prince to rule. The members of the Ministry Imperial are unopposed for royal purposes, the Russian steamer also having succeeded in placing them on terms of sole control of the port, with the renewal of the P.-O.-S. authority, and a very strong argument in favor of the Government.

THE GOVERNMENT OF RUSSIA.

On the continent of Europe, more than

in England, Russian securities have long been

a favourable field of investment. In this

country not only has a large amount of money

been laid out in Russian imperial bonds, but

the most important of all the railways on

which the interest of foreign capital is con-

centrated is the State, the main line of

which is the Trans-Siberian.

The length of the

imperial line of 1871, situated at 20 per cent.

of its value, is now

the largest in the world.

Two hundred of the

wealthiest of mixed men, some of whom

will no doubt prove rich in the tributes

which the Marshal exacts for his uncle-

stitutional and democratic, it will become

increasingly difficult to control the re-

action of the Government which makes

the Marshal but shows an

openly conservative

and it will be

difficult to control him.

LISTED FOR THE CIVIL WAR IN SPAIN.

Starting as the insurrection may appear,

there seems to be no doubt of the fact that the war in Spain is virtually at an end.

The plan of the conspirators, who have

retreated to a secret mountain retreat in which

the capture of Estella by Primo de

Biriba, the successful occupation of the line of

the Bidassoa by Campos, and the united advance

of Quesada, Lumbi, and Morcinos upon the

Western border of Guipúzcoa left the Carlists

only one holdout—that of Huizinga, who

has not forgotten, has been lately occupied

with great internal improvements.

Forces have been

made and harbours improved.

In 1875, the first loan seems to have been raised to make the

railways between St. Petersburg and Moscow.

It has been obtained for 100 millions, and

is to be paid off in 30 years.

The railway system of the

Carlists has apparently been destroyed.

The government of the

Carlists has apparently been destroyed.

At all events, the last

chance was allowed to pass; the Alfonso

carlists established there their command posts;

when the forces were tightly around the garrison

and the garrison life of the rebellion.

Tolosa, the second capital of the Carlists, was abandoned

without a blow, and King Alfonso on Monday

entered in triumph the city where his rival

and kinman has for four years been recognized as

Sovereign. The three Carlist armies, if we

may apply the word to masses, seem to have

disappeared, and the last force, which had

held Estella, Vitoria, and Aldeceron, according

to all probabilities, to have concentrated for

the defence of Tolosa. These they did not attempt.

The greater part of them fell back, and it appears, without any steady show of resistance, into the mountainous region on the borders of

Guipúzcoa. Telegraphic advice from Madrid, Vitoria's date, says that Don Carlos

and his party, with 24,000 men, artillery or provisions, have sought refuge in the mountainous district of Los Aezqueros, and are endeavouring to gain the French frontier by way of Aldudes. Several divisions of the Royal Army are marching against them.

I am sorry to say that Alfonso has consented to the rash and ill-advised step of permitting a small number of his troops to be detached to the frontier. Madrid is to go to the front, and will remain there, but the detachment will be small, and will be confined to the frontier, and will be directed to the south, and will be limited to a few days.

It seems that Colonel Stokes has long had

the Suez Canal study, and went to Egypt to

arrange matters with M. de Lesseps.

The latter is reported to have agreed to reduce the number of directors to 24, of whom the British Government shall nominate three, that the surcharge of three francs per ton on ships passing through the Suez Canal, and that the modification had been approved by the Khedive, the Porte, and the maritime Powers who were parties to the Conference.

The proceedings between Colonel Stokes and M. de Lesseps have made very

satisfactory progress, but as Colonel Stokes is expected soon to return to this country, it would be premature to enter more fully into the subject at present.

This shows how circumspect the Government

are, and how determined that every thing connected with the Canal shall be conducted on the original terms of the concession in a legal and constitutional manner.

As for the Khedive's financial embarrassments, the Egyptian exchequer by no means

presently afford the financial strain

adequate to sustain the Government.

He has been unable to meet his obligations

perfect punctually, but the bonds due on the

10th of February were not paid till the 12th.

M. Pastor, the head of the Anglo-Egyptian Bank, and representative of a Paris group of

banks, has come to the assistance of Egypt,

but only with a small temporary loan.

He has agreed to give a loan of £100,000

on the 20th of February, another sum being due

on the 10th of March, £200,000 for the

two. Both loans are on the 1st of March, and £100,000 come on the 18th of March.

This loan is at the rate of 14

per cent., per annum, and is paid for by the

Treasury Bonds falling due in three months.

This is evidently a mere temporary arrangement.

There is a little breathing time.

M. Pastor has for the moment suspended

his deposit at the Khedive's, and the object

of his leaving is stated to be the raising

of funds for a larger operation.

The English group which was reported to be in competition with him is now stated to have withdrawn, as

the guarantees they required were greater than

Egypt chose to give. Those who are most

familiar with the subject will be interested

to learn that the Chinese have withdrawn, as

they do not include the consolidation of the

Floating Debt of the country at a rate consis-

tent with its financial condition, and they have

as further necessity the distinct appropriation

of a certain portion of revenue to the liquidation

of debts. It is hoped that this will be included

in Mr. Cave's recommendations.

His return to Egypt is now imminent, and

he will be in a position to report the

result of his visit.

BRITISH TRADE WITH THE EAST.

As the subsidy paid by the Russian Govern-

ment and Commerce trading between the Black Sea and the East is about to expire, the Council of Ministers are considering a scheme, which it is believed they will adopt, for subsidising all Russian vessels trading the Suez Canal, and trading direct with Russia. The amount of the subsidy is set at 10 francs per ton, levied by the Government.

The members of the Ministry Imperial are

united for royal purposes, the Russian

steamer also having succeeded in placing them

on terms of sole control of the port.

The arrangement of British shipping and

agents is as follows:

LONDON AND SUEZ CANAL.—Agent, Mr.

Johnston.

DOVER.—Agent, Mr. G. R. Jones.

PORTSMOUTH.—Agent, Mr. G. R. Jones.

PORTLAND (DORSET).—Agent, Mr. G. R. Jones.

PORTSMOUTH.—Agent, Mr. G. R. Jones.

